

PRACTICAL HINTS FOR MOTOR CAMPER

Second of Series of Stories for
the Novice Voyager.

There are many styles and kinds of tents in the market especially suited to motor car camping. These are made of brown or white ducking or the lighter waterproofed cotton fabric, frequently called balloon silk. White tents are somewhat objectionable because they give little protection against the glare of the early morning sun.

Some tents are made to attach from the top of the motor car and extend outward like a lean-to on a building, others are attached to the running board of the car and fold back to carry rolled up on same. Most of these styles of tents must be taken down should one wish to use the car for a trip into town for supplies. These are suitable for one night camps only. Some of them have cotbeds integral with the contraption as fastened to the running board, while others necessitate separate sleeping cots.

As a one night camp proposition may be reckoned, the extension beds made to extend across the back of the seats of the car close up under the top. These take little room when folded, and some are of very practical construction.

Separate tents of various models, either gabled to the side of the car or staked independently near it, allow for more freedom of action. They may be in the style of wall tents, "A" tents, "canoe" tents or "miners" tents. They may be had with or without ground cloth sewed integral; the latter is preferred. Bobinet mosquito proof fronts and windows should be provided to allow for free circulation of air without letting insects in. All tents should be carried in separate duffel bags. When one unpacks the tent for the first time watch carefully how it came folded from the manufacturer. This will show the best method of packing the tent when moving camp.

Tents may be adequately lighted by

Notice to Readers

The automobile editor will cheerfully furnish you with further information about any passenger car, motor truck or accessory described in these columns but not named. He will be pleased also to be of service to you in furnishing special touring information. Just address your communication to Burton S. Brown, Automobile Editor, THE SUN AND NEW YORK HERALD.

electric light with an extension wire from the battery on car.

Folding cots, weighing as little as eleven pounds, are on the market. Cots and bedding should be carried in duffel bags to keep them dry and clean. Warm lightweight blankets and an air pillow, inflated soft or hard according to taste, besides a cotton comforter or kapok mattress or bed pad should constitute the bedding. If one prefers to dispense with the cot and sleep on the ground various kinds of more or less expensive fitted sleeping bags are on the market. These are, however, while very warm and comfortable, usually somewhat heavy and frequently bulky. Air mattresses are very comfy on warm nights, but for average stanzas they are too cool and besides quite expensive. If one sleeps on the ground have the feet slightly higher than the head and make a small trench or depression a couple of inches deep to allow for the hips, and one will be able to sleep comfortably and arise without stiffness.

A 6x8 foot waterproof tarpaulin is useful for making wind breaks or roofing "the porch." Light folding camp stools or chairs with backs and a folding camp table may not be essential, but are very comfortable to have along. So is a rubber wash bowl on a tripod, a short ordinary kerosene lantern, a short spade or trench tool to make a shallow trench around the tent when stopping several nights in one location; an axe, with blade "three-quarter" size and a twenty-eight inch handle; fifty feet of 3/4 inch rope and a coil of cotton clothes line, always useful around camp. A two burner gasoline stove or a camp grate with back and side sheet iron walls is very practical for one

night camps, while a folding camp stove with bottom and telescoping pipe, for burning wood, is very useful in more permanent camps. Steel wire pot hooks or hangers are useful to prevent upset pots and burned fingers.

Lunch outfits in suit cases more or less elaborately fitted with plates, utensils and vacuum bottles for two or more persons are in the market, so also are small neat trunks fitted as iceboxes or dressers with plates and utensils.

For quick results a Theroz outfit is light, compact, convenient, safe and economical. The solid alcohol fuel cubes are used in connection with either a special blue flame stove or a "pocket kitchen" or mess kit, all manufactured by the Theroz company.

While any old pots and pans spared from the home kitchen may suffice, they are generally bulky, hard to pack compactly and difficult to carry in the car. Nested outfits, specially made for camp cooking, may be bought at various prices, depending on material and size of outfit.

These utensils are made to nest compactly, need little room and are packed in dustproof canvas bags or cases. Outfits may be had for two, four, six or more persons and consist of cooking pots, coffee pot, frying pans, plates, cups, soup bowls, knives, forks and spoons. To this regular outfit may be added a good bread knife, a flapjack turner, a large turning fork, a basting spoon and a bread board, also a bread pan for dish washing, a corkscrew, a dipper and a patent egg carrier. And a piece of oil-cloth for the table.

An aluminum folding reflecting brazier for blanching and bread is very practical, and a "Dutch oven," though heavy, is useful.

Some friction top cans to carry sugar, tea and butter are useful in camp. Salt, which absorbs moisture readily, should be carried preferably in a wooden box or wooden tub. Do not forget soap, Sapolio, hand towels, dish towels, toilet paper and some candles.

Several makes of two and four wheeled camp trailers are on the market. These contain expansion spring beds, mattresses, pillows, folding shelf, gas stove, electric light outfit, commissary box and sometimes an icebox, besides a table. A tent to envelop the trailer is provided. When packed the entire outfit makes a convenient rain and dust proof unit.

By A. L. WESTERN,

American Automobile Association.

Chicago is one ahead of us in its transportation facilities. Its "Fifth Ave." style bus besides seating sixty people on top is also enclosed.

Road Conditions

With reasonable care in selecting one's trip it is possible to motor in many directions around New York over roads which have not suffered from the severe winter. The A. A. A. touring bureau, 501 Fifth Avenue, New York, furnishes the following suggestions:

New England—The only good way to reach Boston at the present time is via Danbury, Waterbury, Hartford, Springfield and Worcester. Beyond New Haven the road is mostly good gravel and macadam to New London, but from there to Providence its condition leaves much to be desired. For this reason the route outlined above to Hartford should be followed, then proceeding to Providence via Willimantic and Putnam.

Those bound for the Berkshires will find the Harlem valley route through Bedford, Brewster, Pawling, Amenia and Canaan to Great Barrington in very good condition throughout. Between Great Barrington and Stockbridge the Monument road is under construction, but the other State road through Housatonic may be used as an alternate.

All main roads radiating from Pittsburgh are now good except for a short stretch on Lebanon Mountain, which has not yet been completed. The Jacob's Ladder route to Springfield is excellent most of the way and will be very popular this season. The Mohawk Trail is not yet in good condition and should be avoided for several weeks to come.

New York State—With the exception of about five miles of rough roadway between Plattsburgh and Waplopen Falls, the Albany Post road is in fine shape straight through to Albany. In fact, most of the main routes in New York State have weathered the winter splendidly and one can travel for hundreds of miles in every direction across the State without encountering anything more serious than occasional frost heaves which merely slow down traffic at infrequent intervals.

New Jersey—Quite different is the story in New Jersey. Here good roads are the exception rather than the rule, and every motorist is cautioned to secure advance information before attempting any extended trip. It is possible, however, to reach Atlantic City, Lakewood, Asbury Park and other Jer-

sey coast resorts over a fairly good surface, as these roads have been practically free from the heavy truck traffic which has caused so much damage to other trunk routes further north.

35 1-2 MILES TO A GALLON.

New Device Proves a Wonder in Test.

An ordinary, second hand Ford touring car, used during the past week in an official test of a new gas saving accelerator under the observation of six judges, ran 35.4 miles on ten measured gallons of gasoline in a sealed tank.

The test of the device was made on the Grand Concourse under most unfavorable conditions, but despite this fact the mileage average showed nearly 35 1/2 miles of travel to the gallon of gasoline. The car ran 18 hours and 25 minutes continuously from 6:15 P. M. on Tuesday to 12:50 P. M. Wednesday. The judges estimated that there was a probable loss of from 10 to 15 miles in the test, due to a spring rear wheel, to overheated bearings and to wet and slippery pavements as the result of a downpour of rain on Tuesday night. The car that was tested had shown 14.3 miles to the gallon without the appliance attached when first tested.

A short test of the device on a new Ford coupe made simultaneously showed the car gave 14 miles to the gallon without the device and 26.6 miles to the gallon when equipped.

The attachment thus far has been applied only to Ford cars, of which there are some 4,000,000 in the United States, one-tenth of these being in the States of New York and New Jersey.

It will subsequently be available for all makes of automobiles and also for marine and stationary power engines.

At the prevailing high price of gasoline the application of the device to a Ford car means that the cost of gas to its owner is 17 to 20 cents a gallon.

The official judges for the ten gallon test given on the Grand Concourse in the Bronx were: F. L. Belknap, engineer of the Board of Purchase, City of New York; official observer for the city government; Charles L. Lawrence, consulting engineer of the Wright-Martin Aeroplane Company; Harry E. Tarantous, managing editor of Motor, New York City; L. V. Spencer, associate editor of Motor Life; Fred C. McAllister, automobile editor of the New York American, and R. B. Halley of the automobile department of The Sun and New York Herald.

Notes of the Row

Henry Weiss calls attention to the fact that both the automobile buying public and the trade would do well to bear in mind, before either making a retail purchase of a car or arranging for a sales agency for one, to investigate not only the automobile they are interested in, but the company that is building them in order to insure that their car will not be left an orphan on the market.

"When I first decided to obtain the distributing rights for some good cars my first step after making sure that the car itself was exceptionally good value at the price was to thoroughly investigate the company behind the car, making sure of its financial standing and its past record."

A well known manufacturer has just produced a purely theatrical film entitled "The

Electric Heart," which removes the mystery that has surrounded the storage battery and its workings in the mind of the public. This has been accepted by exhibitors for release all over the country, and will not only give motorists a close acquaintance with the workings of one of the most essential parts of the car, but will provide the general public with a highly interesting educational film.

In view of the shortage of storage batteries this year, and the inability of manufacturers to meet the demand, "The Electric Heart" is expected to assist car owners in extending the life of present batteries.

The Pennsylvania State Highway Department has announced a list of about ninety detours now in existence at various points in Pennsylvania as a result of construction work begun during the last two or three weeks.

"Ten years hence, looking into the future of the motor truck industry, many changes

will be found," says George D. Wilson. "The street cars will have given way in the large metropolitan centers to the motor bus, the freight car will have been taken from its short haul work in favor of the motor van; the farmer will find his farm motorized with passenger car, truck and tractor. And the motor truck of the future will be of different design in many respects from the ones that we see to-day."

"First of all, the truck will operate on pneumatic cord tires, and this will mean change of design for a large number of manufacturers. The unprung weight in the chassis necessary to stand the vibration, shocks and stresses of the solid tire will be eliminated when the pneumatic tire takes its place. A motor truck must be designed with extra unprung weight in its chassis to-day if the truck is to be driven on solid tires. To answer this argument one has only to think what would happen to the passenger car if he were to take off the pneumatic tires and substitute solid tires—the car would wreck itself quickly."



The Most Beautiful
Car in America

It is today undeniably one of the major pleasures of life to possess a truly fine motor car.

And this, more than anything else, we believe, accounts for the steadily growing demand for the Paige Six-55.

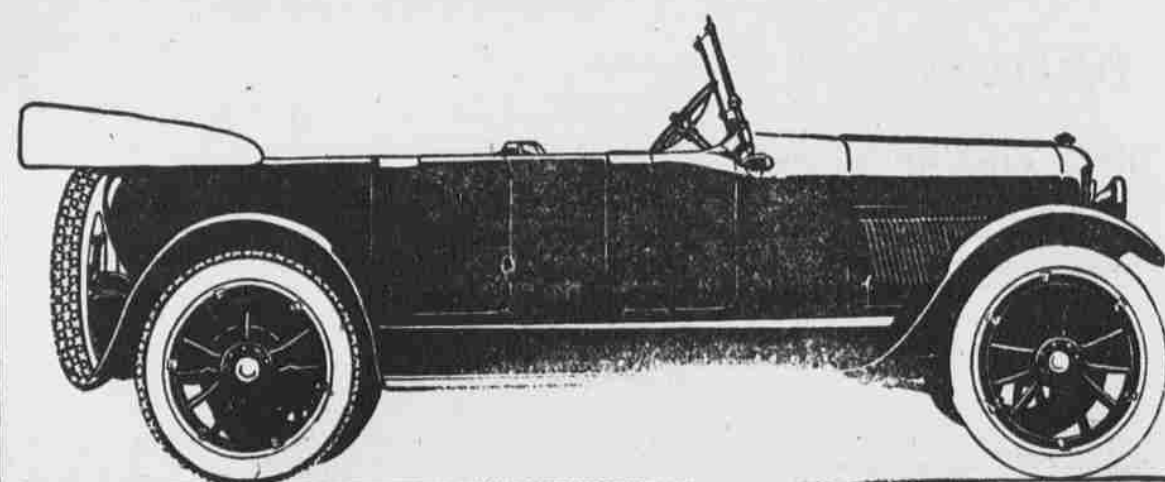
The fineness of the seven-passenger Paige is readily observable. It is apparent not only in the car's outward beauty and interior comfort but also in its outstanding sturdiness and general mechanical excellence. It is a fineness which prevails uniformly in every feature that distinguishes a car as being of the finer type.

And yet contrary heretofore to the general opinion concerning cars of its size, the Paige Six-55 is entirely free from extravagance. Its upkeep is quite as moderate as its original cost.

If you desire a really fine motor car—a car which gives complete satisfaction in every respect—do not overlook seeing the seven-passenger Paige.

PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT

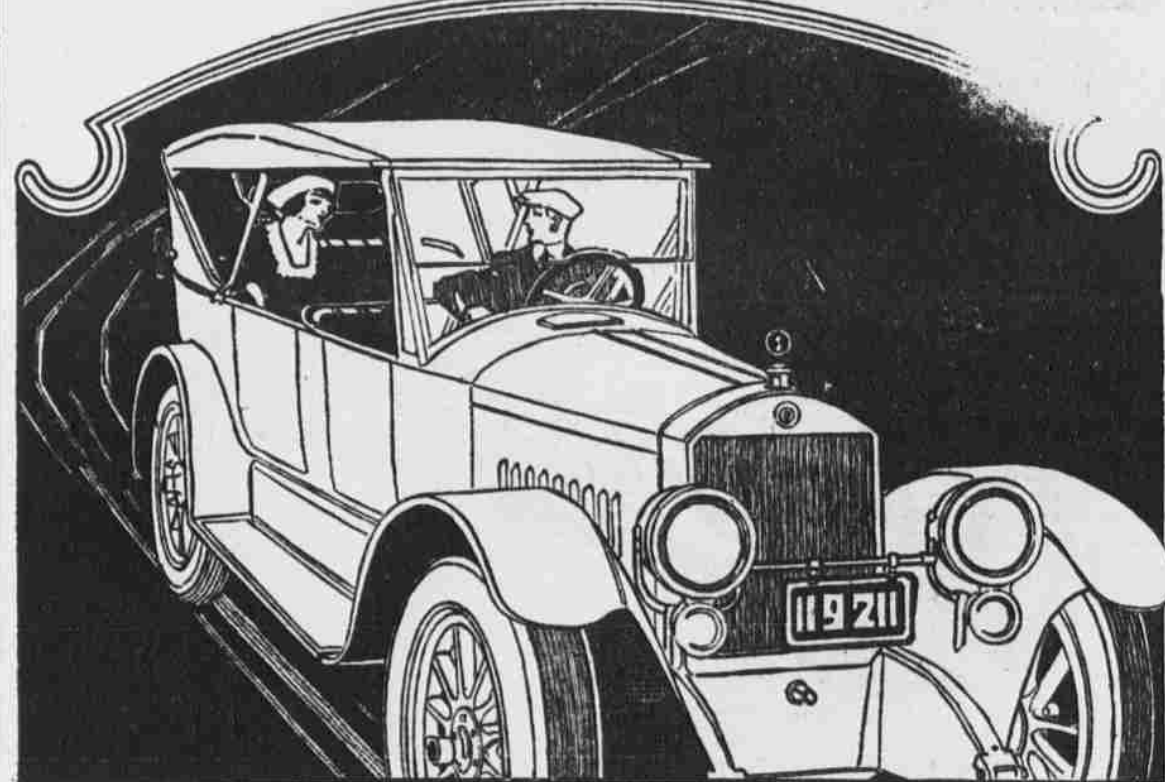
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THE beautiful lines and luxury of your car please you, but you respect it for its power.

In time you come to love it for what it has done for you, and you depend upon it as you depend upon your friends.

To those men and women to whom a motor car is something more than a machine, we respectfully recommend the Standard Eight.

See the new models at our showrooms.

STANDARD STEEL CAR COMPANY
1920 Broadway New York City

Tel. Columbus 4648.

35.4 miles on a gallon of gas! A Ford car on the Concourse Makes 354 miles On 10 gallons of gasoline

YESTERDAY'S papers announced an increase in the price of gasoline to 37c, but Ford owners need not pay the 2c a mile for fuel that this would indicate. An official test, described below, proved that 1c a mile cost may be expected when the Ford is equipped with the Pledger Gas Saving Accelerator.

An ordinary, used, five-passenger Ford started at 6:15 P. M. Tuesday to circle the Concourse. Exactly ten gallons of ordinary gasoline filled the tank. The car was driven until the fuel ran out, and the car finally stopped at 167th Street, Wednesday, at 12:40 P. M. The speedometer at the finish registered 354.2 miles—almost 35 1/2 miles to the gallon.

This remarkable test run was made under the close observation of Charles L. Lawrence, Consulting Engineer, New York City; F. L. Belknap, Engineer, Board of Purchase, City of New York, Official Observer for the City; Harry E. Tarantous, Managing Editor of Motor, New York; L. V. Spencer, Associate Editor of Motor Life, New York; R. B. Halley, Sun and N. Y. Herald,

New York; Fred MacAllister, Automobile Editor, New York American, New York.

Before the car started these judges examined the car—just an ordinary second-hand Ford, except that it was fitted with a Pledger Gas Saving Accelerator. They took out the tank and examined it. They saw ordinary gasoline, bought from a nearby garage, measured into the tank and sealed up. They took specimens of it to make sure that it was of the usual quality. They tested the accuracy of the speedometer. Then during the run they relieved each other as constant watchers in the car.

The trip was not an uneventful one. Wet paving afforded poor traction for wheels that were sprung and wobbly at best. Finally the axle bearing on the right rear wheel began to grind and at last broke down completely. It was replaced by a new bearing in twenty-five minutes, but it had prevented the car from making an even more remarkable record of mileage.

Full details of the test may be had upon application to Automotive Appliances Association, 63 Wall St., New York.

The PLEDGER Increases mileage at least 50%

Thousands of Ford Car owners are cutting the cost of their gasoline 1/3 or more, by making increased mileage with the Pledger. Its success is not a matter of theory or estimate, but of solid, accomplished FACTS. In 16 recent official tests of Ford Cars equipped with it, the average was 32.1 MILES PER GALLON.

All carburetors waste more or less gasoline, because they must be adjusted while the engine is running at some certain speed. At all other speeds they necessarily deliver either too much or too little air. That causes a portion of the mixture to be burned instead of EXPLODED. Then it is either deposited as carbon in the cylinders or exhausted in smoke and odors.

The Pledger prevents that waste. Its air supply is automatic.

It delivers exactly the right quantity at all speeds. It supplies an auxiliary jet of heated air, setting up an air friction that instantly vaporizes every particle of gasoline in the combustion chamber. It prevents the formation of carbon. It eliminates the nuisance of smoke and odors from imperfect combustion. It equips your car with a foot throttle, in addition to the usual hand control. The latter is used only in starting and on an unusually hard pull.

Your car probably is not making more than 16 to 18 miles per gallon. Think what a saving there would be in running 9, 10 or even 12 miles further on the same amount of gas! Figure out what one-third of your annual gasoline bill amounts to. That will be your saving with the Pledger.

PRICE, INSTALLED IN YOUR CAR, \$25

The Pledger will give 50% more mileage per gallon of gasoline. We know that in all probability it will do better than that. Any one of the well-known firms listed at the left will sell you the appliance and install it without charge. Write for Booklet.



Automotive Appliances Association

Exclusive Distributors for New York and New Jersey

63 Wall Street, New York

Telephone Hanover 350

HORNE & LE BLANC, New Orleans, Sole Distributors

RESPONSIBLE DISTRIBUTORS WANTED

Correspondence is invited from responsible dealers in a position to represent the Pledger Gas Saving Accelerator in exclusive New York and New Jersey county territory. The opportunity is a great one; no other automobile accessory ever has equalled the success of the Pledger Accelerator wherever it has been introduced.

50%

More Mileage Guaranteed

The official test showed a record of 35.4 miles to the gallon, though the car ran for miles with a dry bearing. You may do as well or better with your own Ford, but the manufacturers stand back of the Pledger with an iron-bound guarantee that you will get at least 50% more mileage than you have gotten without this device.

Installation Stations

HANOVER SQUARE GARAGE
122 Pearl Street

LAFAYETTE GARAGE
277 Canal Street

RAMERCY PARK GARAGE, Inc.
57 Irving Place

S & T GARAGE
148 West 20th Street

FORD SERVICE & PARTS
117 West 51st Street

WILLET'S GARAGE
239-245 East 56th St.

WEST SIDE AUTO REPAIRS
214 West 65th Street